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CENTRAL INTELLIGENCE AGENCY

50X1-HUM

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SECURITY INFORMATION**INFORMATION REPORT**REPORT

CD NO.

COUNTRY Bulgaria

DATE DISTR. 31 Oct. 1952

SUBJECT The Port of Lom

NO. OF PAGES 3

DATE OF
INFO.NO. OF ENCLS.
(LISTED BELOW)

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PLACE
ACQUIREDSUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION 50X1-HUM

1. Lom is a minor Danube port and is currently used by barges and river steamers. The port is capable of handling small tonnages of general cargo.
2. The sketch on page 2 shows the following installations:
 - A. Small boat repair yard, capable of handling only small craft such as row-boats; no slipway.
 - B. Concrete jetty approximately 120 feet long and 25 feet wide, sunk 20 feet off the quay; two gangways; not in use now, the landward end of the gangways are resting in the water.
 - C. Concrete jetty approximately 120 feet long and 25 feet wide, sunk 20 feet off the quay; two gangways; not now in use, the landward end of the gangways are resting in the water.
 - D. Concrete jetty approximately 120 feet long and 25 feet wide, sunk 20 feet off the quay; one gangway; the Bulgarian Danube passenger steamers tie up at this jetty.
 - E. Coal dump; approximately 10 three-ton trucks, obviously new and recently unloaded, parked here while awaiting shipment to destination.
 - F. Danube steamer administration building, ticket office, etc.
 - G. Port entrance for motor vehicles.
 - H. Miniature crane; whether mobile or stationary was not determined.
 - I. Jib crane, capacity estimated at five tons; probably mobile.

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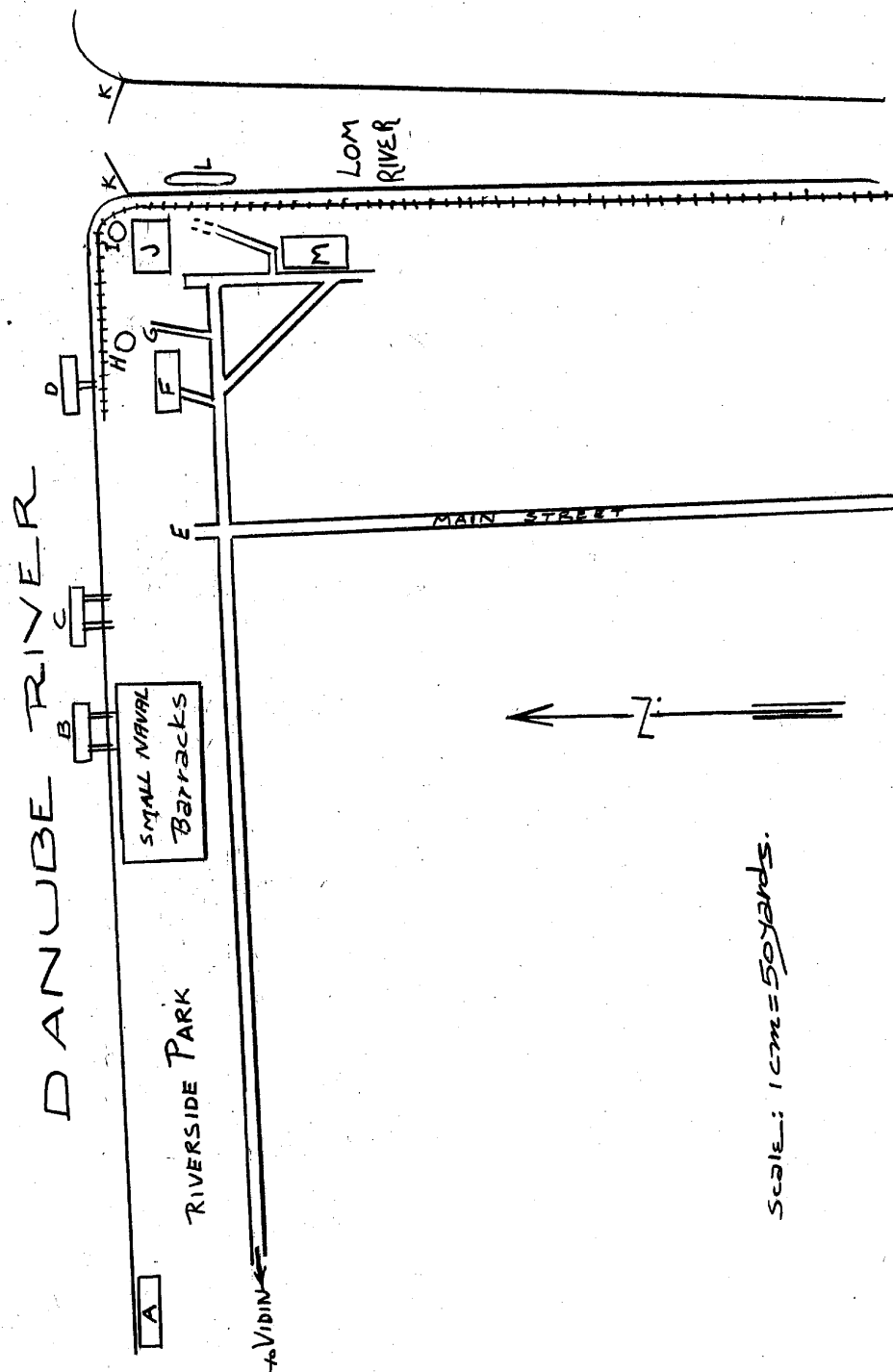
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- J. Twin warehouse, recently constructed, 150 feet long, 120 feet wide, and 35 feet high.
- K. Breakwater.
- L. Identity not definitely determined, but either a barge or a floating wooden jetty.
- M. Small barracks, occupied by unidentified infantry troops.




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Scale: 1 cm = 50 yards.

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3. From the repair yard (A) to the breakwater (K), the Danube bank is stone-faced, but the water at the quay is too shallow to permit even barges to draw alongside. The position in the lee of the breakwater could not be determined, but the docking frontage is strictly limited.
4. The twin warehouse (J) provides the main covered storage accommodation. Other smaller warehouses (which could not be observed satisfactorily) are located between the twin warehouse and the naval barracks, which is the only open storage space area.
5. The cranes identified as H and I above are the only cranes in the port.

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